

Hong Kong Daily Press

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HONGKONG, WEDNESDAY, JULY 13, 1892

三拜禮

號三十月七民華中

Price \$24 PER MONTH

NOTICE.
Communications regarding Advertisements, Subscriptions, etc., should be addressed to "Daily Press," only, and not to the Editor.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.
Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.
Telegraphic Address Press. Telephone No. 12.

NEW ADVERTISEMENTS
THE EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY, LIMITED.

NOTICE.
Notice is given that a RED-BELLION SHIP, the "REDA BELLION," with Captain T. P. Hargrave as Master, is temporarily moored in Lat. 20.43.00 N., Long. 113.2.00 E.
WALTER JUDD, Manager in China.
Hongkong, 13th July, 1892. [1505]

CONSULAT DE FRANCE A HONGKONG.

A L'OCCASION DE LA FETE NATIONALE.
ALE, le Comte de FRANCE sera honoré de recevoir, en son domicile, au passage à Hongkong, le 14 Juillet, de 4 à 6 heures.
1, Seymour Terrace.
12 Juillet, 1892. [1506]

BRITISH MERCHANT MARINE OFFICERS' ASSOCIATION.

A SPECIAL MEETING will be held at the Rooms, 18, Praya Central, on **TUESDAY, 14th JULY, 1892, at 9 o'clock.**
Members and all British Masters and Officers are cordially invited to attend.
By Order of the Committee, GIBNEY DUNCAN, Secretary.
Hongkong, 13th July, 1892. [1509]

CUSTOMS NOTIFICATION.

NOTICE is hereby given, that **TUESDAY** next, the 13th instant (6th Moon 26th day) being the BIRTHDAY of His Majesty the EMPEROR OF CHINA, will be observed as a **HOLIDAY** at the Kowloon Customs Office, HULL and STATION.

ALL Examination of Cargo and Clearance of Junks will be suspended on that date.
J. McLEARY BROWN, Commissioner of Customs for Kowloon and District.
Custom House, Kowloon, 12th July, 1892. [1507]

PUBLIC AUCTION of **HOUSEHOLD FURNITURE, PIANO, ETC.**

THE Underigned has received instructions to sell by **PUBLIC AUCTION**, on **SATURDAY, the 16th July, 1892, commencing at 2.30 p.m.** at his SALES ROOMS, DEWELL STREET, a quantity of **HOUSEHOLD FURNITURE, PIANO, ETC.**

THE above will be on Friday next **P.M. 7.30** at **SALES**—Cash on delivery.
Geo. P. LAMBERT, Auctioneer.
Hongkong, 13th July, 1892. [1508]

OCEAN STEAMSHIP COMPANY.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"MEMNON" Captain Branch, will be despatched as above on the 16th inst. at 2 p.m.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**
Hongkong, 13th July, 1892. [1492]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

THE Company's Steamship

"WING-SANG" Captain D.A. de St. Croix, will be despatched as above on **TUESDAY, the 16th inst.** at Noon.

For Freight or Passage, apply to **JARDINE, MATHEWSON & Co., General Managers.**
Hongkong, 13th July, 1892. [1503]

FOR SINGAPORE, HAMBURG, AND LONDON.

THE Company's Steamship

"BELLONA" Captain F. Jager, will be despatched for the above ports on **THURSDAY, the 21st inst.** at 4 p.m.

For Freight or Passage, apply to **HEMSEN & Co., Agents.**
Hongkong, 13th July, 1892. [1504]

OCEAN STEAMSHIP COMPANY.

NEW ADVERTISEMENT.
TO CONSIGNEES OF OPTICAL CARGO, BY O. S. S. CO.'S S.S. "OBESSEST" FROM LONDON.

SHIPPING Orders must be obtained from the undersigned not later than the 15th inst. for shipment not later than the 15th inst. for shipment not later than the 15th inst.

AMUSEMENT.

THEATRE ROYAL.
HARRY STANLEY'S COMIC OPERA AND BURLESQUE COMPANY.

TONIGHT (WEDNESDAY) 13th JULY.
AN ENTIRE CHANGE OF PROGRAMME.

TO-MORROW (THURSDAY) 14th JULY.
THE FIVE PUPPETS OF OPERA IN 2 ACTS.

FRIDAY.
Grand Fashionable Night.

THEATRE ROYAL.
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INTIMATIONS.
NOTICE.

THE Underigned have been appointed Sole Agents for Hongkong and China for the **KINNEY BROS. CO.** of New York, U.S.A.

NEW YORK LIFE INSURANCE COMPANY.

FINE CLARETS.

MOUTON ROTHSCHILD, 1875 Vintage.

CH. LATITE, 1875 Vintage.

COS. D'ESTOURL, 1875 Vintage.

MOUTON D'ARMALHAC, 1887 Vintage.

WINE MERCHANTS, & C.

LANE, CRAWFORD & CO.

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WINE MERCHANTS, & C.

SHIPPING.

ARRIVALS.

July 12, Kwan Yee, British str., 1078, Alfred.

July 12, Tienan, British str., 1671, C. H. J.

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FOR SALE

BEST STEAM COAL

THE Undersigned has to inform the Public that they have been appointed AGENTS for the sale of the best quality of STEAM COAL MINING COMPANY, of Korea, and are now prepared to supply COALS of the said Mine at the most reduced and moderate prices, and in quantities to suit the requirements of the Public.

Sample of the Coals were duly tested by Mr. ANDREW JOHNSON, Engineer Surveyor, and found, as per Certificate, to be clean and good burning coal.

An inspection respectfully invited.

TOONG TAI CHEONG & CO.,
Collieries Agency,
188, Praya Water,
Hongkong, 12th July, 1892. [1632]

MAIL TABLES

MAIL TABLES NOW READY. Paper 10 cents, cardboard 20 cents, Cash. Daily Press Office or Bookellers. Hongkong, 2nd February, 1892. [1612]

FOR SALE

A SMALL LOT OF THE WELL-KNOWN H. M. M. & CO.'S CHAMPAGNE. In Cases of 12 doz. at \$25 per case. In Cases of 2 doz. at \$12 per case. SHEWAN & CO., Agents. Hongkong, 17th May, 1892. [1107]

FOR SALE

CHAS. HEDDIECK'S CHAMPAGNE, 1890 White Star, \$25 per case of 12 dozen bottles. \$27 per case of 2 dozen bottles. CLARKE & CO., Agents. Hongkong, 17th May, 1892. [1107]

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VESSELS ON THE BEATH

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TITAN".
Captain Brown, will be despatched as above TO-
DAY, the 13th inst., at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

FOR SINGAPORE, PENANG, AND

CALCUTTA.

THE Steamship

"JAPAN".
Captain K. H. Sandberg, will be despatched for
the above Ports TO-DAY, the 13th inst., at 3 P.M.
For Freight or Passage, apply to
DAVID HARRISON, SON & CO.,
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FOR MANILA VIA AMOY.

THE Company's Steamship

"KOWSHING".
Captain T. R. Galloway, will be despatched as
above TO-MORROW, the 14th inst., at 4 P.M.
This Steamship has Superior Accommodation
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"SURAT".
Captain R. J. Egan, will have quick despatch
the above Ports after her arrival here with the
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For Freight or Passage, apply to
H. H. JOSEPH,
Superintendent.

FOR SINGAPORE, PENANG, AND

CALCUTTA.

THE Company's Steamship

"TSINAN".
W. N. Allison, will be despatched
above on THURSDAY, the 20th inst.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamship. First-class Saloon and cabins are
situated forward of the engine. Second-class
Passengers are berthed in the poop. A Re-
frigerator Chamber ensures the supply of
Fresh Provisions during the entire voyage. A
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Captain W. P. Hall, will be despatched as above
on THURSDAY, the 20th inst.
For Freight and Passage apply to
H. H. JOSEPH,
Superintendent.

FOR SINGAPORE, PENANG, AND

CALCUTTA.

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VESSELS ON THE BEATH

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TITAN".
Captain Brown, will be despatched as above TO-
DAY, the 13th inst., at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

FOR SINGAPORE, PENANG, AND

CALCUTTA.

THE Steamship

"JAPAN".
Captain K. H. Sandberg, will be despatched for
the above Ports TO-DAY, the 13th inst., at 3 P.M.
For Freight or Passage, apply to
DAVID HARRISON, SON & CO.,
Agents.

FOR MANILA VIA AMOY.

THE Company's Steamship

"KOWSHING".
Captain T. R. Galloway, will be despatched as
above TO-MORROW, the 14th inst., at 4 P.M.
This Steamship has Superior Accommodation
for Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

FOR SINGAPORE, PENANG, AND

CALCUTTA.

THE Company's Steamship

"SURAT".
Captain R. J. Egan, will have quick despatch
the above Ports after her arrival here with the
outward mail.
For Freight or Passage, apply to
H. H. JOSEPH,
Superintendent.

FOR SINGAPORE, PENANG, AND

CALCUTTA.

THE Company's Steamship

"TSINAN".
W. N. Allison, will be despatched
above on THURSDAY, the 20th inst.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamship. First-class Saloon and cabins are
situated forward of the engine. Second-class
Passengers are berthed in the poop. A Re-
frigerator Chamber ensures the supply of
Fresh Provisions during the entire voyage. A
detailed list of the cargo is given below.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

FOR SINGAPORE, PENANG, AND

CALCUTTA.

THE Company's Steamship

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FOR SINGAPORE, PENANG, AND

Issued with the "Hongkong Daily Press," 13th July, 1892.

Stockbrokers' Association of Hongkong.

QUOTATIONS FOR MAIL OF 13TH JULY, 1892.

Hongkong, 12th July, 1892, 3.30 p.m.

STOCKS.	CAPITAL.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	WHEN PAID.	CLOSING QUOTATION.
BANKS.									
Hongkong and Shanghai Bank, } ing Corporation	\$10,000,000	80,000	\$125	\$125	\$6,380,000	\$30,996.58	30/- for 1-year ending 31st Dec. 1891	Feb. 29, '92	85 p. ct. pm, sellers.
Bank of China, Japan & S's, Ltd.	\$2,000,000	199,875	\$10	25/-	\$223,629.13.7	\$3,020.16.9	1889 issue 2/ 1890 issue 1/3	Mar. 7, '92	\$5, sellers.
Do. Founders .....	.....	1,250	.....	.....	.....	.....	48 per share	Feb. 14, '91	\$20, nominal.
National Bank of China, Limited	.....	12,500 A sh. 24,000 B sh. China 1st found.	\$10	48 and 10. premium 48 and 10. premium	First year.	.....	First year .....	.....	B sh. 30 p. ct. dis. sellers.
Do. Do. (Founders)	\$1,000,000	.....	\$1	.....	.....	.....	None .....	.....	\$220, sellers.
MARINE INSURANCE.									
Union Ins. Society of Canton, Ltd.	\$2,500,000	10,000	\$250	\$25	\$800,000	\$483,905	24 per cent. for 1890	Oct. 12, '91	\$83, sales & buyers.
China Traders' Ins. Co., Ltd.	\$2,000,000	24,000	\$83.33	\$25	\$700,000	\$247,418	18 per cent. for year ending 30th June, '91	Sept. 18, '91	\$59, buyers.
North China Insurance Co., Ltd.	\$1,000,000	5,000	\$200	\$250	Tls. 200,000	Tls. 40,860.90	5 per cent. Int. for '91 & 6/8 Int. on Reserve	Apr. 29, '92	Tls. 235, sellers.
Yangtze Insurance Association, Limited	\$300,000	8,000	\$100	\$100	\$310,000	\$81,565.67	5 per share	Mar. 12, '90	\$102, buyers.
Canton Insurance Office, Ltd.	\$2,500,000	10,000	\$250	\$50	\$500,000	\$81,107 estim. ated	Interim dividend 10 per cent. for 1891	Jan. 4, '92	\$59.
Straits Insurance Co., Limited...	\$3,000,000	30,000	\$100	\$20	\$25,000	\$216,015.09	5 per cent. for 1890	July 4, '91	\$15, buyers.
FIRE INSURANCE.									
Hongkong Fire Ins. Co., Ltd.	\$2,000,000	8,000	\$250	\$50	\$1,000,000	\$308,833	18 per share for 1890	Mar. 11, '92	\$270, sellers.
China Fire Insurance Co., Ltd.	\$2,000,000	20,000	\$100	\$20	\$775,000	\$245,535.47	30 per cent. for 1891	Feb. 29, '92	\$81.
Straits Fire Insurance Co., Ltd.	\$2,000,000	20,000	\$100	\$20	\$775,000	\$152,983.47	5 per cent. for 1891	Mar. 18, '92	\$15.
Singapore Insurance Co., Ltd.	\$3,000,000	30,000	\$100	\$20	\$11,875.91	\$126,862.17	None .....	.....	\$72, buyers.
SHIPPING.									
Hongkong, Canton, & Macao Steamship Co., Ltd.	\$1,600,000	80,000	\$20	\$20	\$29,000	\$201.33	4 per cent., for 1-year ending 31st Dec. '91	Feb. 1, '92	\$284, sellers.
Indo-China Steam Navigation Co., Ltd.	\$1,200,000	60,000	\$10	\$10	\$640,000	\$24,477.11	21 per cent. for 1891	June 5, '92	\$71 per cent. dis. ex div. sellers.
China & Manila S. S. Co., Ltd.	\$250,000	5,000	\$50	\$50	none.	Dr. \$8,247.19	None .....	.....	\$27, sellers.
Douglas Steamship Co., Ltd.	\$1,000,000	20,000	\$50	\$50	\$550,000	\$3,670.63	5 per cent. for year ending 30th June, '91	Sept. 28, '91	\$34, buyers.
China Mutual S. N. Co. pref. shs.	\$400,000	10,000	\$10	\$10	\$41,000	\$1,897.14.3	2 per cent. for 1891	Oct. 13, '91	\$40, sellers.
Do. Do. ordinary shares.	.....	10,000	.....	.....	.....	.....	.....	.....	\$43.10.
Steam Launch Co., Limited	\$100,000	2,000	\$50	\$30	none.	Dr. \$3,770.56	3 per cent. for 1-year ending 30th June, '91	Sept. 1, '91	par, sellers.
China Sugar Refining Co., Ltd.	\$1,500,000	15,000	\$100	\$100	none.	\$12,637.63	Final div. of \$5 per share making \$11 for 1891	Mar. 28, '92	\$115, sales.
Luen Seng Refining Co., Ltd.	\$700,000	7,000	\$100	\$100	none.	Dr. \$31,431.31	8 per share for 1890 .....	.....	\$39.
Mining.									
Panjin Doo Tsan Mining Co., Limited	\$800,000	60,000	\$10	\$10	none.	Dr. \$334,201.45	None .....	.....	\$5 cents, sales
Société Française des Charbon- nages du Tonkin	Fcs. 4,000,000	8,000	Fcs. 500	\$131.58	none.	Dr. \$221,973.26	None .....	.....	\$185, buyers.
Selama Tin Mining Co., Ltd.	\$575,000	115,000	\$5	\$2	none.	Dr. \$95,499.49	None .....	.....	10 cents.
New Inuita Mines, Limited	\$125,000	25,000	\$5	\$5	none.	First year	None .....	.....	\$1, sellers.
Balmoral Gold Mining Co., Ltd.	\$200,000	200,000	\$1	\$1	none.	Dr. \$15,074.33	None .....	.....	\$1.75, sellers.
Jebeu Mining & Trading Co., Ltd.	\$180,000	15,000	\$10	\$10	none.	\$4,574.12 carried forward as unallotted profits	15 p. ct. for 1-year mak- ing 22 p. ct. for year	May 20, '92	\$14.
Raub Australian Syndicate, Ltd.	\$1,000,000	1,000,000	\$1	18/3	none.	Dr. \$-4,478.9	None .....	.....	50 cents.
Société Française des Houil- leries de Tonkin	Frs. 4,000,000	8,000	Frs. 500	\$300	none.	Dr. \$58,698.47	None .....	.....	75 per cent. dis., sellers.
DOCK, WHARVES & GODOWNS.									
Hongkong & Wharves Dock Co., Ltd.	\$1,562,500	12,500	\$125	\$125	none.	\$13,205.01	7 per cent. 1-year end. 31st Dec. 1891	Mar. 1, '92	56 per cent. prem sales.
Hongkong & Kowloon Wharf & Godown Co., Limited	\$1,000,000	20,000	\$50	\$50	none.	\$15,438.84	Final div. 3 per cent. 7 per cent. for 1891	Feb. 2, '92	\$48.
Wanchai Warehouse & Storage Co., Limited	\$260,000	2,600	\$100	\$37 1/2	none.	\$478.25	31 per cent. for 1-year ending 31st Dec. '91	Jan. 28, '92	\$42 1/2.
LAND, HOUSES & BUILDINGS.									
Hongkong Land Investment and Agency Co., Limited	\$5,000,000	50,000	\$100	\$50	\$1,200,000	\$22,406.61	Final div. \$24 per share making total div. of 81 per cent. for 1891	Jan. 26, '92	\$76, sales.
Kowloon Land & Building Co., Ltd.	\$500,000	6,000	\$50	\$30	none.	\$257.19	6 per cent. for 1890	April 1, '91	\$74, sellers.
West Point Building Co., Ltd.	\$625,000	12,500	\$50	\$40	none.	\$1,374.17	60 cents	July 20, '91	\$20, sellers.
Hongkong Hotel Co., Limited	\$300,000	6,000	\$50	\$50	none.	\$709.90	2 per cent. for 1-year ending 31st Dec. '91	Sept. 7, '91	\$25, sellers.
Do. (new issue)	\$500,000	6,000	\$50	\$37 1/2	none.	.....	50 cents p. share 1-year ending 31st Dec. '91	Sept. 7, '91	nominal.
Austin Arms Hotel & Building Co., Limited	\$200,000	4,000	\$50	\$50	none.	Dr. \$18,638.62	None .....	.....	\$6.
Humphreys' Estate & Finance Co., Limited	\$130,000	13,000	\$10	\$10	\$20,000	\$2,190.11	14 per cent. for 1891	Mar. 25, '92	\$183.
Do. Deferred	\$120,000	12,000	\$10	\$10	.....	.....	.....	.....	\$183.
MISCELLANEOUS.									
Green Island Cement Co., Ltd.	\$1,000,000	20,000	\$50	\$50	none.	Dr. \$61,389.39	None .....	.....	\$5, buyers.
China-Borneo Co., Ltd. in liq.	\$750,000	7,500	\$100	\$55	none.	Dr. \$257,624.36	None .....	.....	\$7, sellers.
A. S. Watson & Co., Limited ..	\$600,000	60,000	\$10	\$10	\$19,000	\$15,538.47	Final dividend of 7 per cent. for 1891, total 14 per cent. p. an.	May 10, '92	\$162, sales.
Hongkong Trading Co., Ltd.	\$400,000	20,000	\$20	\$5	none.	.....	6 per cent. for 1890	April 1, '91	par, nominal.
H. G. Brown & Co., Ltd.	\$300,000	6,000	\$50	\$50	none.	\$489.34	Final div. \$1 per share equal to 6 p. ct. for '91	April 20, '92	\$24, sellers.
Hongkong Electric Co., Limited	\$300,000	30,000	\$10	\$8	none.	Dr. \$5,560.17	None .....	.....	\$24, sellers.
Hongkong and China Gas Co., Limited	\$20,000	7,000	\$10	\$10	\$15,291.12	\$2,191.12/5	10 per cent. for 1891, and 2 1/2 p. cent. bonus April 18, '92	.....	\$110, sellers.
Hongkong Rope Manufacturing Co., Limited	\$150,000	3,000	\$50	\$50	\$25,000	\$1,029.97	36 per share for 1891	Mar. 12, '92	\$95, buyers.
Geo. Fenwick & Co., Limited ..	\$150,000	6,000	\$25	\$25	\$1,000	\$5,447.76	8 per cent. for 1891	April 2, '92	\$141.
Hongkong Ice Co., Ltd.	\$125,000	5,000	\$25	\$25	.....	\$489.00	Final div. 16 per cent., making 24 per cent. for 1891	Feb. 12, '92	\$69, buyers.
Hongkong High Level Tramways Co., Limited	\$125,000	1,250	\$100	\$100	none.	\$2,084.66	None .....	.....	\$40, sellers.
H'kong Brick & Cement Co., Ltd.	\$100,000	4,000	\$25	\$21.50	none.	Dr. \$29,637.59	None .....	.....	\$74, sellers.
Dairy Farm Co., Ltd.	\$100,000	10,000	\$10	\$10	none.	\$419.30	3 per cent. for 1891	Feb. 16, '92	\$43, buyers.
Crumphart & Co., Ltd.	\$80,000	1,600	\$50	\$50	none.	\$546	None .....	.....	\$12, buyers.
H'kong & China Bakery Co., Ltd.	\$30,000	600	\$50	\$50	none.	\$32.55	5 per cent. for 1891	Mar. 14, '92	\$35, sellers.
Campbell, Moore & Co., Ltd.	\$12,000	1,200	\$10	\$10	none.	Dr. \$224.89	None .....	.....	\$4, sellers.

LOANS TO IMPERIAL CHINESE GOVERNMENT.	AGENTS FOR THE LOAN.	AMOUNT OF LOAN.	PAR VALUE.	OUTSTANDING BONDS.	WHEN PAYABLE.	CLOSING QUOTATIONS.
Chinese Govt. 8 per cent. Silver Loan 1884 C	H.K. & S'hai Banking Cor.	\$1,594,700	\$500	679	15 Oct. each year until 1892.	14 per cent. prem. buyers.
Do. 7 per cent. Do. 1886 E	Do.	Tls. 767,200	Tael 250	2,896	31 Mch. and 30 Sept. each year until 31 March 1917.	11 per cent. prem. buyers.
DEBENTURES.						
H.K. Hotel Co. 6 1/2 % Mortgage Debentures 1889	Do.	(1) \$400,000	\$500	690	Half yearly, on 19 April and 19 October.	par.
Hongkong & Kowloon Wharf & Godown Co. 5 1/2 % Debentures of 1891	Do.	\$500,000	\$250	2,000	Half yearly, on 1 April and 1 October.	par.
China Merchants S. N. Co. 7 % Mortgage Debentures	Do.	(2) \$300,000	\$100	1,100	Quarterly on 1 Sept. 1 Dec., 1 March & 1 June.	1 per cent. prem. buyers.
Société Française des Charbonnages du Ton- kin 6 1/2 % Debentures	The Company	\$600,000	\$100	all	1886 or earlier at option of Co. on 6 months' notice.	par.
Green Island Cement Co., Ltd. 8 1/2 % Mort- gage Debentures	Do.	\$50,000	\$100	all	Half yearly, 30 June and 31 December.	par.

(*) Equalization of Dividend Fund. (†) Depreciation and Insurance Fund. (‡) Reserve and Depreciation Fund. (§) Fixed Reserve Fund.
(1) Outstanding \$500,000. (2) Outstanding 2138,000.

HONGKONG, WEDNESDAY, JULY 18th, 1892.

THE HONGKONG CHAMBER OF COMMERCE AND DIFFERENTIAL DUTIES IN FAVOUR OF JUNKS.

The correspondence between the Hongkong General Chamber of Commerce and the Foreign Office, published elsewhere, is instructive in its course and, happily, satisfactory in its final result. It is instructive as showing what difficulties have to be surmounted when the Foreign Office or the Diplomatic Service have to be approached. The matter at issue—the imposition of differential duties by the Hoppo of Canton, on goods carried in native bottoms.—is referred by Lord Salisbury to the British Minister at Peking, and Sir John Walsham, having apparently interviewed the Ministers of the T'ung-tai Yamen, accepts their ruling without question. That at least is the conclusion to which we are driven by the statement that he (Sir John) "expresses a doubt whether the differential treatment of native junks by the Hoppo of Canton can be objected to as a violation of Article 3 of the Commercial Treaty between China and the United States of 1858, inasmuch as, neither that Treaty, nor any other, takes cognizance of any other tariff than that of 'native goods'." The Chamber Committee cleared away this doubt very promptly by turning upon it the light of a little common sense which Lord Salisbury was quick to recognise. The result of their arguments evidently was the despatch of further instructions to Sir John Walsham, who then had another interview with the Ministers of the T'ung-tai Yamen, at which "he represented that the inequality of taxation was opposed to the spirit of the treaties between Foreign Powers and China, and claimed that 'native tariff could not, as regarded produce, be so manipulated as to place native vessels on a more favourable footing than foreign vessels.'" When they found that their interpretation of the meaning of the treaties was not after all to be received or admitted, the Chinese Ministers gracefully and easily climbed down. They then "admitted that the action of the Hoppo had been irregular, and stated that they had already written to the Government of Canton on the subject."

"Only a few days previously they had received a telegram from the Viceroy, stating, on the authority of the Hoppo, that 'the reduction in the native tariff no longer existed.'" His Excellency the Viceroy went on to remark that if any irregularities were still practised—doubtless he had excellent reason for believing they were then going on—"they must be due to unauthorized action on the part of the Hoppo's subordinates."

What a commentary all this is on the impudence of Sir John Walsham! He could not interpret the treaties for himself; he was content to accept the hostile interpretation of the Chinese officials; and when the arguments are put into his mouth by those who ought rather to have expected instruction from him, he is quite unable to score a single point or follow up his advantage in any way. How the wily mandarins must have smiled over this display of weakness as they expressed a hope for the speedy removal of the abuses complained of. These abuses have in great measure been abated. Something had to be done; Lord Salisbury towered grimly in the background behind the feeble figure of the British Representative at Peking; and so the mandate was issued to the Hoppo that he must cease his competition with the Imperial Maritime Customs, at any rate for the time being. As a proof that these differential duties in favour of native craft have been stopped either wholly or partially it is noticeable that tea once more finds its way to Hongkong by the river steamers instead of coming, as last season, in junks. There are, however, certain articles of export that the steamers do still not offer, the inference being that ships are not offered more favourable terms by the Native Customs. Still, on the whole, the Chamber of Commerce have scored a great and notable victory, seeing that they had the Chinese Government and Sir John Walsham both arrayed against them. They have likewise succeeded in showing the Chinese Government that the British Minister at Peking is not the ultimate court of appeal. British subjects who have been wronged can obtain a hearing at the Foreign Office when denied justice by their own Representative in China. This is a great point gained, for while it will in no way weaken the hands of the Minister, it will give hope to many who are now waiting for the settlement of long standing claims upon the Chinese Government. Mr. O'Connor has been, it is understood, specially selected for the post of Minister to Peking on so much on account of his previous experience in China but because he has, during his term of office in Bulgaria, distinguished himself by his study of and attention to the commercial interests of his countrymen. It is to be hoped that his arrival will soon be followed by the discontinuance of the numerous covert branches of Treaty stipulations by the Chinese officials which have distinguished Sir John Walsham's disastrous term of office at Peking.

THE MACAO GOVERNMENT AND THEIR MONOPOLIES.

The Macao Government appear to be easily taken in. Only in April last they were on the verge of having a serious riot owing to the attempt to create a new and obnoxious monopoly in the shape of a wine or samshu farm in a colony where almost everything is farmed out for the profit of the exchequer, and now, after giving time for the feeling then aroused to be allayed, they have managed to bungled matters in such a way that a new crisis has

arisen. It will be remembered that, in deference to the storm the sale of the monopoly to a Hongkong Syndicate had raised, the contract was suspended pending reference to Lisbon. It is now sought to attain the same end by the issue of licences by the Exchequer without which it shall not be lawful for any person to sell, manufacture, or import the Lin-pun wine, and a notification setting forth the conditions, but not specifying the amount of the licence fees was duly issued, the 6th inst. being fixed as the date up to which applications for such licences would be received. The notification was regarded with disfavour among the Chinese dealers, but they were not unanimous on the point of resisting it, and eventually about one hundred of them complied with its requirements and on the 6th inst. presented themselves at the Treasury to ascertain the amount of the fees. These had not, as we have remarked, been fixed, but after some delay they were stated. The Chinese declared the fees to be exorbitant, and asked that they might be reduced. The Government then decided to adjourn the issue of the licences for a few days, and requested applicants to furnish particulars of the dimensions of their business, meaning presumably to endeavour to make them pay *pro rata*. But the dealers meanwhile had grown impatient. A meeting of the rice and wine merchants was convened on the 7th inst. without having first complied with the regulations made, and provided, the Police heard of it, surprised the assembly and effected the arrest of over sixty of those present, who were secured in the Monte Fort and on the gunboats. So far the Government have had the best of the game, but it is quite possible that the rice and wine dealers will trump their last card with some awkward move. Anyhow it seems as though the situation granted in April last had been returned to, and is likely to cause great trouble unless some new concession is made. The moral effect of this policy of alternate bluster and collapse is very bad and if persevered in must eventually lead to a serious *éclat*.

THE CANTON LEKIN OFFICIALS AND THEIR SEIZURES.

The complaint forwarded to us by Mr. A. W. Dren, of Canton, of the seizure of kerosene and matches by the Lekin Authorities at that port, appears, from his *ex parte* statement, to be well founded and to show that he has a grievance calling for redress. He makes out a strong case on paper, but it is not free from flaws, and a chain, it must be remembered, is only as strong as its weakest part. On the face of it, judging from the correspondence before us, the case looks clear against the Chinese Authorities, who are just now straining every nerve to strangle the Transit Pass system in its birth—a trade which Mr. Dren may perhaps be interested in—and are utterly unscrupulous in the means they employ to accomplish their ends. It is desirable of course that British officials should be satisfied that any case they take up is a just one, but we hope that none of Her Majesty's Consuls will forget for a moment that they hold no brief for the Chinese Authorities, and that Chinese official statements need always to be received with the greatest distrust. The history of diplomacy in China has furnished such abundant evidence of the untruthfulness of Chinese officials that no statement or explanation made by them should be taken seriously unless accompanied by proof.

COMPETITION IN THE YANGTZE TRADE AND ITS EFFECTS.

Competition, we are told, is the life of trade, and as a general rule there is much truth in the axiom. But it is possible for competition, carried too far, to produce results the reverse of beneficial or beneficial. Even the benefits sometimes conferred by it have counterbalancing drawbacks. Thus the competition of the steamship companies on the China coast, while bringing down freights and passage rates, has not proved an unqualified good on the Yangtze as it has accepted the testimony of Mr. Coler Fox, Her Majesty's Consul at Wuhu. In his report on the trade of that port for 1891, Mr. Fox, referring to the need of control over the native passenger traffic in the steamers on the Yangtze, owing to the low fares charged by the competing lines, says:— "There is a great need of some control being established over the native passenger traffic in the steam shipping trading on the River Yangtze, and of the enforcement of regulations limiting the number to be carried by each vessel, as at present there being no control of any kind whatever each steamer tries to get as many passengers as possible, and almost invariably more are carried than is consistent with safety; and not only that, but more even than there can be properly accommodated on board; and should a casualty, such as a fire on board or a collision with another vessel, occur, there could not fail to be enormous loss of life. Apart from this, however, a danger of another kind has been made more and more manifest since the lowering of the fares, as this has been a direct encouragement to the class of baggage thieves to travel in greater numbers. During a great portion of last year, these thieves travelled regularly in all the steamers in gangs, and having succeeded in intimidating the Chinese staff on board the vessels by threats that, if they were interfered with, the ship would be set on fire, as the *Shanghai* was in 1890, 'bed their fellow passengers as they pleased.' And there can be little doubt but that the cheapness of travelling by the steamers 'facilitated the rapid movement from place to place of the instigators of and ringleaders in the various outbreaks that took place at different points in the Yangtze valley during the year, and also enabled these ruffians to make their escape from the authorities. Eventually these latter would appear to have realised this, for after the occurrence of the Ma-son 'affair' at Chinkiang, they were roused into making some little show at the different 'ports of call' for bad characters 'amongst the Chinese passengers arriving and leaving by the steamers'—sufficient, at any rate, to alarm the baggage thieves, whose efforts during the period covered by the anti-foreign disturbances had risen to an outrageous pitch, for at the end of the year these gangs were not nearly so frequently heard of. Of course any regulations to control the passenger traffic to be of any practical value would have to be 'made equally applicable to all vessels, irrespective of flag, as otherwise they would only act as a heavy handicap on those ships that had to conform to them, in favour of those who had not; and to secure this end, the framing of the regulations would have to be a matter of agreement between the Governments concerned, including the Chinese.' The agreement between the three great steamship companies was renewed early in the present year, and the fares were then raised to a reasonable rate, but from some cause it has been disallowed again and presumably the war of rates recommenced includes the fares for passengers. If so the necessity pointed out by Mr. Fox will again exist. The same evil was experienced acutely here in Hongkong in 1878, when the competition on the Canton river led to the reduction of the steamboat passenger fares to a nominal rate and as there was then no restriction on the numbers carried the Colony was daily flooded with the mauls of the Canton district. The great increase of crime which took place at that time was largely ascribed to this cause by Governor Hearnshaw, but though it was no doubt a factor in the case his own reputation as 'the merciful man' among the Chinese criminals had yet more to do with it. Nevertheless there is every reason to believe that the traffic created by these nominal steamboat fares was on the whole detrimental to the Colony without profiting the steamship companies. The same thing probably applies to the various ports of the Yangtze. They derive some benefit of course from the facilities for cheap travelling, and to some extent no doubt trade receives an impulse, but these advantages are purchased at a certain risk and cost that must go far to neutralise their value. The disadvantages are sufficiently set out in the above extract from Mr. Fox's report. Needless to say the rival companies do not profit by this competition, and judging from remarks in some of the trade circulars the merchants are no gainers by the war of rates. It is to be hoped therefore that the evils of over-crowding on the steamers engaged in the Yangtze trade, to which Mr. Fox calls attention will be soon again remedied by another renewal of agreement between the companies, either one of a just one, but we hope that none of Her Majesty's Consuls will forget for a moment that they hold no brief for the Chinese Authorities, and that Chinese official statements need always to be received with the greatest distrust. The history of diplomacy in China has furnished such abundant evidence of the untruthfulness of Chinese officials that no statement or explanation made by them should be taken seriously unless accompanied by proof.

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DARING ABDUCTION BY BRIGANDS IN TONKIN.

It is with regret we note the resuscitation in Tonkin of a form of brigandage that appeared to have been stamped out. The abduction of Europeans of influential position by pirates or brigands argues a boldness which must have been inspired by a sense of confidence in their own resources or a contempt for the authority of the Government equally disquieting. The victim of this last outrage was M. Vezin, President of the Huiphong Chamber of Commerce, who has the contract for the construction of the railway between Phaulkon-thong and Laocoon. It seems that M. Vezin was on the 1st instant engaged in visiting the works at Baie, and had been returning thence by his private vehicle and accompanied by a Frenchman, when he was suddenly seized by a band of Chinese armed with Winchester rifles, some twenty in number, suddenly rushed upon him, covering the foreman of the works with their weapons, while they bore away his ill-dressed chief, whom they compelled to first dress in Chinese costume. They then promptly disappeared in the direction of Bao-lac. The escort of twenty-five native disailliers with whom M. Vezin was provided did not appear to have fired a shot or struck a blow in defence, and apparently took to flight out of a feeling of respect for the Winchester which once overpowered their sense of duty to M. Vezin. The foreman of the railway works, presumably a Frenchman, was of course violently unarmed. Under the circumstances it is not surprising that he should have consulted his own safety by flight, more especially as he would so best serve his chief, by giving the earliest intimation of his forcible abduction. The conduct of the disailliers shows that they are not to be depended upon when brought face to face with the brigands, whether from cowardice or secret sympathy with them it is perhaps superfluous to inquire. The fact remains, and should be noted by our French friends in Tonkin for the future.

Since the capture of the brothers Victor and Ernest Roques by the Chinese brigand Lu-xx and his band on the 9th January, 1890, no such daring a coup has been attempted by these lawless freebooters. That memorable exploit, it may be remembered, was achieved when the Messrs. Roques were visiting their plantation near Dongprien. They were suddenly seized together with an assistant named J. B. Corra and their Annamite boy, while Captain Ross, their

manager, was shot down in cold blood, partly because he had in some way incurred the resentment of the brigands, partly to terrorise the rest of the party. The captives were then forced to proceed with an escort to the stronghold of the gang in the Dongprien hills, and were there held to ransom for nearly two months while the bargaining went on, the Government being restrained from taking any offensive movements against the pirates through fear that they might retaliate by murdering the hostages they had so dearly secured. The ransom asked was fixed at first at \$100,000, the brigand Lu-xx being well acquainted with the fact that the Roques were wealthy; but ultimately this demand was lowered to \$50,000, together with twelve pieces of silk and twelve watches. The release of the prisoners took place on the 7th March. Two friends of the Roques going out some distance on the Nam-tan road with an escort of French soldiers and the ransom money, to receive them. The exchange having been effected, the brigands returned to the mountains, and the ex-captives and their friends made their way to Dongprien. The bandits numbered about four hundred and were well armed. Their leader Lu-xx, then a young man, looked barely over twenty, but displayed throughout the transaction an astuteness far in advance of his reputed years, and showed also that he possessed the qualities necessary to the leader of men in any enterprise. The Roques were treated with scant ceremony, and once or twice were subjected to torture to wring from them a reluctant consent to the payment of the large indemnity at length agreed to. The bandits got clear away, and the money thus extorted was never recovered. It was reported recently that the pirate Lu-xx and his band had been dispersed by the forces under Admiral Forester; but reports of this character have to be taken with a grain of salt, and it is quite possible that the miscreants, who abducted M. Vezin, belonged to the same band who made such a good thing out of the brothers Roques in 1890.

The bandits who blackmailed the Roques were Chinese, and judging from the circumstance that the men who seized M. Vezin compelled him to don Chinese clothes in place of his own habiliments it is most probable that the last named brigands are also recent sons of Han. There have been several brushes of late between the French troops and the so-called pirates, but these have been comparatively small affairs, and though they proved the existence of these pests they hardly betokened a resurgence of piracy. The audacious seizure of a prominent French citizen on the railway works he has under direction proves however, very plainly that the lawlessness and resource exhibited two years ago by Lu-xx still exist in the Black Flag bands. For that these outrages are the work of the remnants of the Black Flag frontier banditti there can be little doubt. These men are courageous and reckless. They have been trained to arms and freebooting from earliest youth, have preyed on the timid natives of Tonkin for decades, and on the French occupation of the country were often successful in their encounters with French troops. When the hostilities in Tonkin really commenced they received supplies of arms from the Chinese Authorities and became the vanguard of a Chinese army which was quietly introduced into the country over the Yunnan and Kwangsi frontiers. After peace had been concluded between France and China these irregular levies continued their operations, and although subsequently they had to break up, doubtless from want of regular supplies, they have intermittently carried on a war against society and the forces of order. The French Government in Tonkin have laboured under serious disadvantages in grappling with this wily and secret foe. The brigands have always had their agents in the various cities and towns, by whom they have been kept posted as to the movements of officials, well-to-do merchants, and the troops. It was proved after the release of the brothers Roques that they had practically been delivered over to the pirates by the treachery of their compatriot Wiro Fat-Chong, who, at first supposed to have been murdered by Lu-xx, was subsequently found to have quietly retired to his native province of Kwangtung with his share of the spoil. If hard pressed by the troops these Chinese banditti simply fall back until near the border, when they disperse and enter China in all security, finding there a safe asylum and freedom from pursuit. The difficulty therefore of dealing with this foe to the internal peace of the Protectorate is very great, more especially as the frontier is at a considerable distance from the more settled parts of the country and rugged mountains intervene which afford the outlaws safe retreats and hiding places which will continue so until the country has been thoroughly opened up and placed under direct French rule. To accomplish this it will be necessary to either materially increase the number of French troops or to enroll some Algerian regiments for service in Tonkin. The natives are useful in policing their own countrymen, but they are quite unequal to the task of coping with the Chinese Black Flag banditti, who it is obvious had then in small account.

HONGKONG RIFLE ASSOCIATION.

Seven members shot for Mr. Sassoon's Cup on the 26th inst. It was won by Mr. Robertson for the first time, previous winners being handicapped. Mr. E. Robinson was the spot at 200 yards and Mr. Watson that at 300 yards. Below are the scores:

	200	300	Total	Points
Mr. Watson	20	20	40	40
Mr. E. Robinson	20	20	40	40
Mr. Robertson	20	20	40	40
Mr. J. H. H. H.	20	20	40	40
Mr. J. H. H. H.	20	20	40	40
Mr. J. H. H. H.	20	20	40	40
Mr. J. H. H. H.	20	20	40	40

REVIEWS.

Exteriority. The law relating to *Consular Jurisdiction*, and to *Residence in Oriental Countries*. By FRANCIS TAYLOR, JUNIOR, M.A., LL.M. London: William Clowes and Sons, Limited.

This present book forms a welcome contribution to our knowledge of a subject of ever-increasing importance. The author deals with the purely legal aspect and consequences of exterior jurisdiction, on a foundation of clear and accurate knowledge of the law, and with a lucid and logical exposition of the principles of exterior jurisdiction as they apply to the various countries of the world. The book is written in a clear and logical style, and is well illustrated by numerous examples and cases. It is a most valuable work for all who are interested in the law of exterior jurisdiction, and is well worth a place on the shelves of all law libraries.

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THE HONGKONG CHAMBER OF COMMERCE.

The Hongkong Chamber of Commerce has been holding its annual meeting since the 10th inst. The meeting was held at the Chamber of Commerce, and was attended by a large number of members. The meeting was held in the evening, and was a most successful one. The Chamber of Commerce has been very active during the year, and has done much to promote the interests of the Colony. The Chamber of Commerce has been very active during the year, and has done much to promote the interests of the Colony.

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